

airspace at Forsyth, Montana. The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subject in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the FAA amends 14 CFR part 71 as follows:

### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959–1963 Comp., p. 389; 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

ANM MT E5 Forsyth, MT [Revised]  
Forsyth, Tillitt Field, MT  
(Lat. 46°16'16"N, long. 106°37'26"W)  
Forsyth NDB  
(Lat. 46°16'10"N, long. 106°31'03"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tillitt Field, and within 3.5 miles north and 4.3 miles south of the 075° bearing from the Forsyth NDB extending from the NDB to 8.7 miles east of the NDB; that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-120, on the south by the north edge of V-2, and on the west by long. 107°00'00"W; excluding that portion which overlies the Miles City, Frank Wiley Field, MT, Class E airspace area.

Issued in Seattle, Washington, on December 9, 1996.

Glenn A. Adams III,  
Assistant Manager, Air Traffic Division,  
Northwest Mountain Region.  
[FR Doc. 96–32699 Filed 12–23–96; 8:45 am]  
BILLING CODE 4910–13–M

### 14 CFR Part 71

[Airspace Docket No. 95–AWP–3]

#### Establishment of Class E Airspace; Grand Canyon-Valle Airport, AZ

AGENCY: Federal Aviation  
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects errors in the geographic coordinates of a final rule that was published in the Federal Register on November 21, 1996 (61 FR 59180), Airspace Docket No. 95–AWP–3.

EFFECTIVE DATE: 0901 UTC January 30, 1997.

FOR FURTHER INFORMATION CONTACT:  
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#### SUPPLEMENTARY INFORMATION:

##### History

Federal Register Document 96–29818, Airspace Docket No. 95–AWP–3, published on November 21, 1996 (61 FR 59180), established the description of the Class E airspace area at Grand Canyon-Valle Airport, AZ. An error was discovered in geographic coordinates for the Grand Canyon-Valle Airport, AZ, Class E airspace area. This action corrects that error.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace area at Grand Canyon-Valle Airport, AZ, as published in the Federal Register on November 21, 1996 (61 FR 59180), (Federal Register Document 96–29818; page 59180, column 3, and page 59181, column 1), are corrected as follows:

#### § 71.1 [Corrected]

\* \* \* \* \*

AWP AZ E5 Grand Canyon-Valle Airport,  
AZ [Corrected]

Grand Canyon-Valle Airport, AZ  
(lat. 35°39'03"N, long. 112°08'47"W)

On page 59180, column 3, and page 59181, column 1, the airspace description for Grand

Canyon-Valle Airport, AZ, is corrected to read as follows:

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Valle Airport and within 1.4 each side of the 021° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 8 miles northwest of the Valle Airport and within 2 miles each side of the 201° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 10 miles southwest of the Valle Airport. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 35°42'30"N, long. 112°00'03"W; to lat. 35°18'30"N, long. 112°00'03"W; to lat. 35°24'00"N, long. 112°21'30"W; to lat. 35°34'00"N, long. 112°20'30"W; to lat. 35°38'30"N, long. 112°17'30"W; to lat. 35°38'30"N, long. 112°07'03"W; to lat. 35°42'30"N, long. 112°07'03"W, thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on December 10, 1996.

Leonard A. Mobley,  
Acting Manager, Air Traffic Division Western-Pacific Region

[FR Doc. 96–32694 Filed 12–23–96; 8:45 am]

BILLING CODE 4910–13–M

### 14 CFR Part 95

[Docket No. 28764; Admit. No. 400]

#### IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation  
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, January 30, 1997.

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